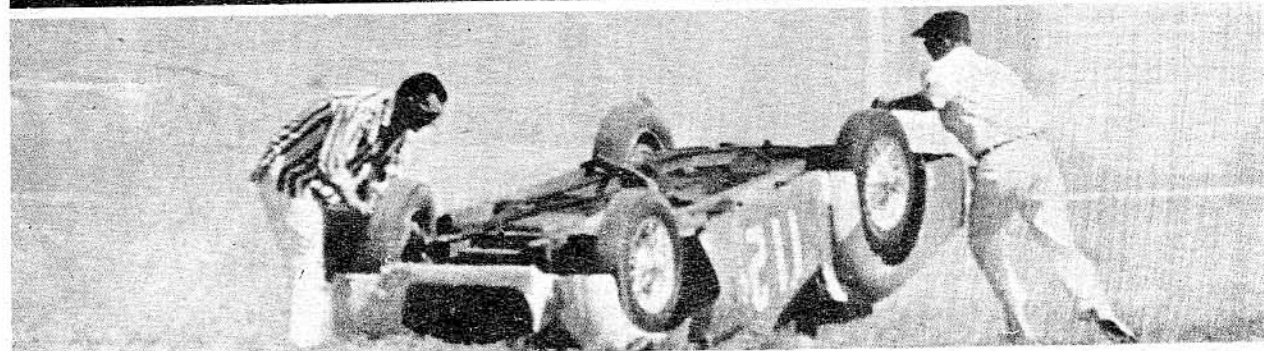
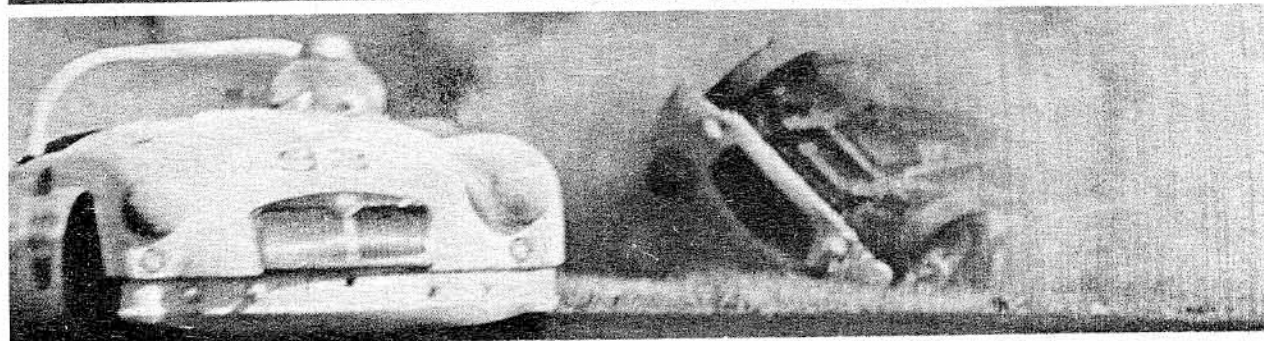
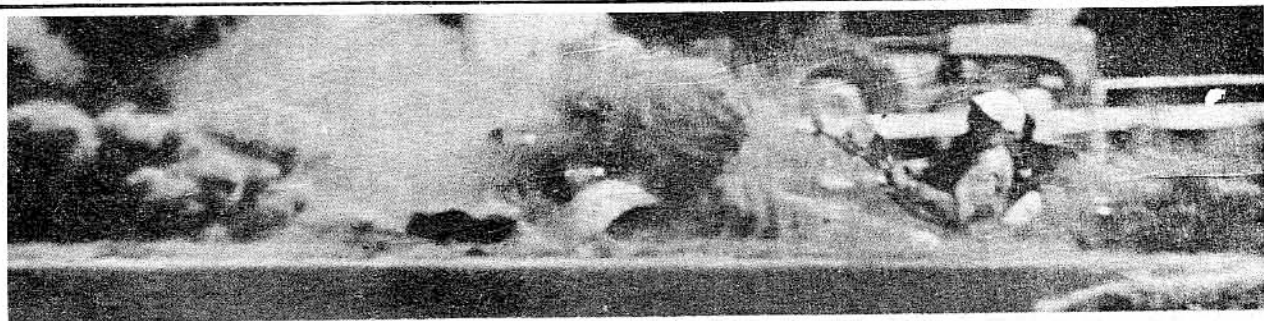


MOTOR RACING

and
ECONOMY CAR NEWS

5th Year - No. 23 - Culver City, Calif.
(Published bi-weekly except last issue of calendar year)

SEPT. 16-23, 1960
25c



UP AND OVER — This was one of several spills during CSCC's Santa Barbara race weekend. Top: Wm. Chapman's TR2 goes off the course backwards between turns 4 and 5; 2nd from top: His car rolls as Sampson Smith's

MGA passes; 3rd from top: Flagmen rush to the rescue; bottom: Flagman signals "Driver OK!" Car had a roll bar, of course. (MOTORING photos by Bill Norcross)



PHIL HILL, of Santa Monica, Calif., America's No. 1 road racing star, on Sept. 4 became the 1st American to win a Grande Epreuve since Jimmy Murphy's Deussenberg took the French GP in 1921 by capturing the Italian GP for the Ferrari factory at Monza, Italy. Hill, now 3rd in the world driving standings, was without competition of the English Coopers. He drives Eleanor von Neumann's new 3-liter, 12-cyl. Ferrari in the Times-Mirror \$20,000 plus sports car race at Riverside Oct. 16. (Photo by Cliff Emmich)

Phil Hill (Ferrari) Wins Italian G. P.

By HENRY N. MANNEY III
MOTORACING Staff Writer

MONZA, Italy, Sept. 4—In the biggest hippodrome since Ben Hur, California's Phil Hill (Ferrari) became the 1st American to win a Grande Epreuve since Jimmy Murphy (Deussenberg) took the French GP in 1921 by marching off with the Italian Grand Prix today at 212.534kph.



By Gus V. Vignolle

- ACAPULCA RACE
- NEW CORVETTE
- KESSLER BACK

WHEN WE SKIRTED the gem-like bay, motoring from the airport to Acapulco in Mexico along a fabulous, winding road, we ventured the comment that here was a stretch that would make for one of the greatest of all road races. And since then the matter was forgotten, tucked away into the limbo of dreams.

But, alas, last week the dream was revived by Senor Francisco Valencia Rangel, fiery columnist for AUTO NOTICIAS of Mexico CITY. He said the Mexican Club RODA was entertaining the thought of staging a Grand Prix-type race over this magnificent terrain that had so enthralled us. The plan was for the end of this year.

Then Sr. FVR expressed serious doubts for the project at what he termed the ex-paradise of Acapulco, and he proceeded to give the Pacific resort city a royal blasting.

"I say ex-paradise," he wrote, "because the hotels, businesses, authorities, etc. of this port have converted it into an authentic hell. . . . These abusive people have done nothing to lure the tourist."

(Continued on Page 3)

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32,000 SEE MASER TRIUMPH

By DWIGHT PELKIN
Special to MOTORACING

ELKHART LAKE, Wis., Sept. 11—The drama was in the pits here at Road America today, for the 4th running of the famed 500 as 32,000 spectators looked on.

While the smooth-running 2.9-liter "Birdcage" Maserati of Indiana's Dave Causey (Carmel) and Luke Stear (Indianapolis) moved steadily through the pack with nary a sputter in its powerplant, top rivals faltered during the tortuous 6-hour, 15-minute, and 55-second grind to ultimately provide them with a solid 33-second victory.

The pit drama was varied — but ever present. There was the failing brakes of Dick Thompson of Washington, D.C., in his silvery Sting Ray — who, despite hitting 145-per in the speed traps, was out for 2 hours and 24 minutes at one time and for several other stops as well as his pitmen worked lustily to get his brakes in order, after he had run 2nd in the early stages.

There was the exhaust manifold breakage of the red "Birdcage" Maserati of Jim Jeffords (Milwaukee) and Jim Hall (Dallas), after the car had set a blistering pace to lead for the 1st 46 laps; the fluid boiled up and exhaust problems made it impossible for either driver to keep his foot on the accelerator, so hot was it in the cockpit. And there was the pit scurrying around the Porsche RS-60 of Bob Holbert (Warrington, Pa.) and Roger Penske (Villanova, Pa.) after their car had led from the 47th lap through the 75th; clutch problems beset this car, knocking it out of action for fully 45 minutes.

There were the major mechanical

(Continued on Page 7)

Connor Captures Sta. Barbara Race

By W. R. C. SHEDENHELM
MOTORACING Staff Writer

SANTA BARBARA, Calif., Sept. 4—Jim Connor, from Phoenix, today won the Cal Club's "Ernie McAfee Memorial Trophy" in the over 1500cc modified race at an average speed of 78.7mph before an estimated 15,000 spectators.

Connor, driving Stan Sugarman's Type 61 "Birdcage" Maserati blew

the clutch in this morning's practice and was push-started 200 feet behind the cars on the starting grid. Dick Morgensen took the lead off the grid in his 3-liter Ferrari Testa Rossa, while Connor began working his way through the slower cars, shifting without a clutch, and turning in lap speeds on the 9-turn, 2.2-mile course that were a second faster than his winning times in yesterday's race. His fastest lap today was clocked at 1min. 37.7sec., only 0.7sec. below the lap record set by Bob Drake last spring in the same car.

Pre-race favorite Carroll Shelby was sidelined today after blowing the bottom end of the engine in Max Balchowsky's "Ole Yeller Mk. II" during yesterday's main event.

Connor was up to 6th place by the end of lap 2 of the 15-lap, 33-mile race and began picking up 2 seconds a lap on fellow Arizonan

(Continued on Page 4)

World Championship Driving Standings

Formula 1 world championship driving standards after 8 Grands Prix are as follows:

1. Jack Brabham, Cooper.....	40
2. Bruce McLaren, Cooper.....	33
3. Phil Hill, Ferrari.....	15
4. Innes Ireland, Lotus.....	12
5. Stirling Moss, Lotus.....	11
6. Wolfgang von Trips, Ferrari.....	10
7. Olivier Gendebien, Cooper.....	10
8. Richie Ginther, Ferrari.....	8
9. Jim Clark, Lotus.....	8
10. Tony Brooks, Cooper.....	7
11. John Surtees, Lotus.....	6
12. Graham Hill, BRM.....	4
13. Cliff Allison, Cooper.....	4
14. Willy Mairesse, Ferrari.....	4
15. Maurice Trintignant, Cooper.....	4
16. Carlos Menditeguy.....	3
17. G. Cabianca, Cooper-Ferrari.....	3
18. Henry Taylor, Cooper.....	3
19. Joakim Bonnier, BRM.....	2
20. Lucien Bianchi, Cooper.....	1
21. Ron Flockhart, Lotus.....	1

Points are given for 1st 6 places on 3-6-4-3-2-1 basis (no point for fastest lap this year). Grand Prix winners: Argentina, McLaren; Monaco, Moss; Holland, Brabham; Belgium, Brabham; France, Brabham; England, Brabham; Portugal, Brabham; Italy, Phil Hill.

CONSTANTINE SCORES

By BARBARA WEAVER
Special to MOTORACING

THOMPSON, Conn., Sept. 5 — George Constantine of Southbridge, Mass., driving Mrs. Harry Clark Boden's Corvette-powered Kelishev, drove a thundering 30 laps at an average speed of 72.41mph to win the big modified class event and set a new race record in the SCCA national championship races at Thompson Raceway on Labor Day. The previous overall record

for this 2-mile course was set on Labor Day in 1958 by Lance Reventlow in a Scarab. The overall lap record, set by Chuck Daigh in a Scarab on the same weekend in 1958, still holds at 1:37.2.

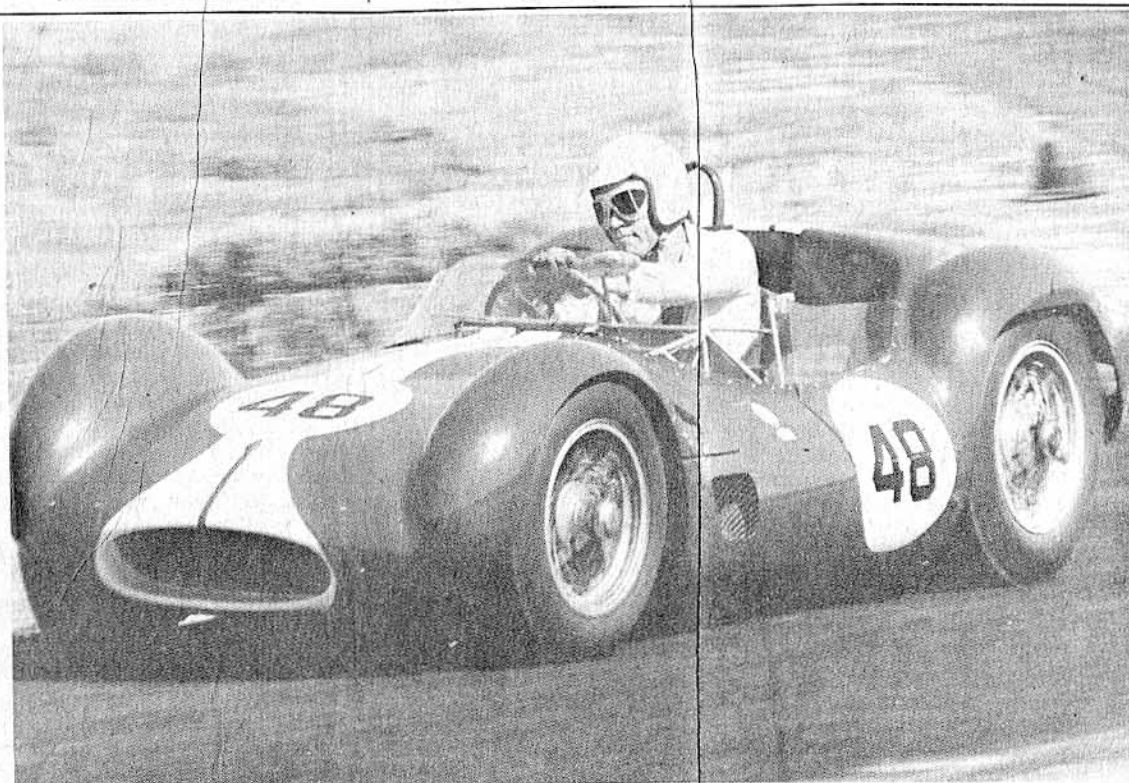
Constantine, who started in the 2nd row behind the "Birdcage" Maseratis of Walt Hansgen and Gaston Andrey, and the class E Porsche RS60 of Bob Holbert, worked his way into 2nd spot before the 1st turn and had passed leader Hansgen in less than a half lap. The race was Constantine's all the way, with Hansgen, Holbert and Andrey battling it out for runnerup position to the last.

Holbert passed Andrey's "Birdcage" at about the halfway point, closed in on Hansgen with consistent 1:38 laps, and took over 2nd place, to the delight of the crowd. The Porsche couldn't keep up the pace, though, and the last few laps saw Holbert passed by both Maseratis, Andrey's in the last few exciting seconds of the race. Attesting to the close competition is the fact that Constantine's new record of 72.41mph was only 0.26mph faster than Holbert, in 4th place.

170 Cars Vie

Some 170 cars competed in the 7-race schedule, which ranged from a 15-lapper for the restricted and Formula III groups to the feature 30-lap event. First race of the day, with 31 starters, was for F, G, & H production. Mark Donohue of Hanover, N.J., easily took this one in his Elva Courier at 60.80mph, for class F honors, with Vince Tamburo of Baltimore, Md., in a Sunbeam Alpine, and Chandler Lawrence of East Greenwich, R. I., in one of the Roosevelt Team Fiat

(Continued on Page 7)



HOTTEST CAR on the Coast is this "Birdcage" Maserati, shown here being driven to victory by Jim Connor, of Phoenix, at the Cal Club's Santa Barbara races. The action is at turn 5. Connor also won the SF SCCA feature at Cotati last weekend. (MOTORACING photo by Bill Norcross)

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fitz, in the SATURDAY REVIEW.

CHEER FOR BARKER

I normally don't write letters of this type, but in your last issue there was a letter that stuck in my craw. Being a personal friend of Ed Barker's and also competing against him, I know Ed quite well. He's the guy who's given about 8 years' racing preparation experience to myself and other newcomers who didn't know a camshaft from a con rod. Without Ed's advice and work I could not have raced with the reasonable amount of success I have enjoyed.

As for Ed Barker using the Contest Board (Calif. Sports Car Club) for his own personal gain, I doubt if men like Ray Pickering, Frank Aldhaus, Perry Peron, Lew Spencer, Jim Moore and Jim Parkinson would have their arms twisted into decisions by Ed Barker.

I close in saying let's not forget the guy who's responsible for Cal Club's revolutionary class breakdown. He's done more for production racing than anyone I know.

DAVE JORDAN
Hawthorne, Calif.

P.S. I enjoy MOTORACING. It's great. A little more on local races if possible.

"NOT OPTIONAL"

2386 Academy Ave.
Pomona, California
September 11, 1960

Mr. A. Tracy Bird III
Chairman, Board of Governors,
SCCA

Route 8, Box 28
Tucson, Arizona

Dear Tracy:

In your letter to Mr. Rene Pellandini (published in MOTORACING September 2-9), you state in paragraph 3, 9.5:1 pistons are specifically listed as optional equipment for AC Bristol.

Please allow me to refresh your memory —

1959 SCCA Specifications (loose leaf) state:

Engine: 6 cyl. o.h.v.
Bore & Stroke: 2.59 x 3.78
Capacity: 1971 cc
Comp. Ratio: 8.5:1 or 9.5:1

Head mat'l: Aluminum, etc., with a list of approved optional equipment.

1960 SCCA Specifications (yellow book) state the same, with a few more items as approved optional equipment over 1959.

9.5:1 pistons are not listed as optional equipment. Either 8.5:1 or 9.5:1 pistons are standard equipment. I don't think there is one AC on the coast or in Arizona Region that is using 8.5:1 pistons. Even the ugly beast Arnolt-Bristol, has listed three different compression ratios as standard equipment, not optional.

Hope to see you and Kay at the next Del Mar and Pomona races.

Sincerely,

DICK TODD

Copy to: MOTORACING, G. H. Daunis, RE, LA Region, SCCA.

BULLFIGHT FANS

Talking about bullfights instead of cars for a change — and I certainly enjoyed Vignettes last issue — I'd like to point out that some of the sports car racing devotees from 'way back have been and still are dyed-in-the-wool bullfight aficionados.

Some of the names that come to mind now date back to the days of the Coach & Horses (before the Grand Prix became Gen'l. Hq.) — High School Harry Givens, Ginny Sims, Blue Jaw Magoon, Ruth Levy (I think) . . . and among some of the newer converts, Bob Tronolone, Michael Cetza and Robert Delano Evans. Did you know there is a terrific bullfight club called

Los Aficionados de Los Angeles?

JIM PETERSON
Los Angeles 39

CHEERS AND BOOS

Hooray for Pellandini! Down with Triumph and the Cal Club!

JOHN T. WHELAN
Los Angeles 24

PAYOLA FANATIC

Hey, what happened to your Payola column? I liked that and heard many other amused and favorable comments about it. Bring it back — it's good! No one else has the guts to print something like it — so go!!

HERMAN APPLEDORE
New York, N.Y.

PAGING ECON. CAR SCRIBE

Has anyone seen Marguerite?

If she doesn't have her head hidden under a DAF bonnet, she should.

The report on the car failed to point out the unique feature of having the seats face the engine, "the rear-mounted engine". How do those Dutch drive!

Next fortnight I hope to see a report by W.R.C. Shedenhelm about him driving rear-mounted down Sunset Strip in a DAF.

ROBERT BENDER
Tucson, Arizona

PRAISE FOR CONTINENTAL

I spent the Labor Day week-end in Denver and had a chance to watch the 2nd Annual Sports Car Labor Day Classic at the now Continental Divide Raceway.

I was happily surprised to run into Ray Lavelly, who is the general manager and also an old friend. I also had the opportunity to meet Sid Langsam, owner of the track. I must say that I have rarely been so impressed as I was with the hospitality, good racing and perfect organization.

The Scarab team was there and Augie Pabst and Harry Heuer did not have much trouble dominating the field, although a valiant effort was put on by Bob Gaines in his new Stiletto Bocart, which unfortunately had to retire after 15 laps. Obviously I was pleased to see a great entry of AC's and Morgans. The driver that really impressed me most was Danny Collins with a Corvette. I have seen a lot of Corvette races and it is a pity that the distance does not permit our So. Calif. Corvette drivers to compete with Collins.

I would like to take this opportunity, if you have the space, to publish my letter, to again thank Mr. Langsam, Ray Lavelly, my dealer in Denver, Mr. Gene Kurland, for all they did to make my week-end so pleasant.

I definitely intend to take my team to Denver at the next opportunity. I am quite sure I would find myself in friendly territory up there. I also would like to encourage my competitor friends to consider entering in their next meet at the Continental Divide Raceway, since I am sure they would love the track and the treatment.

Worldwide Automotive Import, Inc.
RENE PELLANDINI, Pres.
Los Angeles 25

"GOD'S COUNTRY"

I am glad you are planning to come to San Francisco and I think Jos. H. McFall and I can induce you to move your publishing site from your horrible present stand to God's country — San Francisco. By the way, J. McFall and I are now driving Porsches, and we may race soon. I may switch over to a Mercedes-Benz 300SL.

HERB GOLDSMITH
San Francisco 2

ON THE BALL

It seemed to me that was a real nice change of pace switching over to bullfighting in Vignettes last issue. Incidentally, are you aware that a great many sports car fans are rabid bullfight followers? How about rallying to the bullring?

JIM BALL
Glendora, Calif.

MOTORACING

AND ECONOMY CAR NEWS

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Pacific Coast Point Standings

By ERIC HAUSER

An explanation of one of the technicalities scoring Cal Club production main events is probably in order at this time.

As some of you may know, Cal Club places the fastest 7 production cars of each class from the Saturday races into one of 2 production car main events on Sunday.

A by-product of this practice usually enables the 8th fastest car of a class to win one of the consolation races on Sunday, whereas the fastest 7 of the smallest production car classes are driving on the ragged edge against the fastest 7 of each larger displacement class, making it extremely difficult for them to place well on an overall basis.

To avoid a situation where the winner of the consolation race would receive more points than any of the fastest 7 of his class, which are running on Sunday in the much more competitive production car main event, these fastest 7 cars will have added to their points on Sunday an amount equal to the number of cars in their class in the consolation race.

This practice enables me to award points to the consolation race drivers without unfairly penalizing the fastest 7 of the class, who have to face much tougher competition in their struggle for a good overall position on Sunday.

In fact, I consider the production car main events the toughest amateur sports car competition in the world. No professional could step into an average car and win one.

Pacific Point Standings as of Sept. 6, 1960:

MAIN EVENT

1. Bob Drake	2.8 Maserati	187
2. Dick Morgensen	3.0 Ferrari	128
3. Jim Connor	2.8 Maserati	127
4. Max Balchowsky	6.6 Old Yeller	114
5. Jack Graham	3.0 Ferrari	92
6. Don Hulett	5.5 Chev. Spl.	90
7. Jim Chaffee	4.7 Chev. Spl.	86
8. Jack Nethercutt	3.0 Ferrari	83

CLASS E MODIFIED

1. S. Patrick	Adam-Mitchell Porsche	89
2. Ken Miles	Zipper-Estes Porsche	86
3. B. Chalmers	Lotus-MG	45
4. J. McAfee	Porsche RSK	36
5. S. Ferrick	Porsche RSK	34

CLASS F MODIFIED

1. D. D. Michelmore	Porsche RS	126
2. Dor Wester	Porsche RS	68
3. Emi Pardee	Porsche RSK	65
4. Jay Chamberlain	Lotus	64
5. Lev Florence	Lotus	53
6. Raph Ormsbee	Lotus	39

CLASS G MODIFIED

1. Kurt Neumann	Lotus	106
2. Ar Snyder	Lotus	102
3. Frank Monise	Lotus	97
4. Ar O'Connor	Lola	85
5. Randy Cowherd	Lotus	68
6. Don Maslin	Lotus	60
7. S. Jones	Lotus	48

CLASS H MODIFIED

1. Harry Jones	Lotus-Fiat	209
2. Chuck Gounis	Fiat-Crosley	156
3. J. Jindquist	Lotus-Saab	89
4. Hugh Pryor	Sandra Spl.	77
5. Wm. Moller	Fairchild	66
6. Jack Sparks	Crosley	66
7. Gei Schillreff	Saab	66
8. Don Miller	Miller	57
9. Dae Tholen	Crosley	51

CLASS B PRODUCTION

1. Tony Settember	Corvette	85
2. Vice Mayell	Corvette	48
3. Buford Lane	Corvette	45
4. Dave McDonald	Corvette	44
5. Bo Dickson	Corvette	41
6. Bil Sherwood	Corvette	31
7. Scott Briley	Corvette	29

CLASS C PRODUCTION

1. Peer Culklin	MB 300 SL	74
2. Ho Richardson	Jaguar	49
3. Gray Yonemoto	MB 300 SL	44
4. Dae Troeffler	MB 300 SL	25

CLASS D PRODUCTION

1. Ja Hills	Porsche C	123
2. Bo Windhorst	A.H. 100 S	68
3. Ro Bucknott	AC Bristol	53
4. Pee Haywood	AC Bristol	48
5. E.Mendenhall	Porsche C	46
6. Td Conrad	Porsche C	40
7. Pee Kunkle	AC Bristol	38
8. Fank Crane	AC Bristol	37

(Continued on Page 7)

ECONOMY CAR NEWS

FORD'S NEBULOUS STATEMENT

Rumors persist that Ford Motor Co. is about to introduce a new line of compact cars and even trucks to meet VW in its own price range. One report says "it is common knowledge that Ford has had a tiny front-drive car under test for months." Another labels the company's supposed decision to develop a new compact line with the smallest wheelbase of any U.S. cars as "Detroit's best kept secret." Last week, Ford didn't help much by issuing a nebulous statement that neither confirmed nor denied these rumors.

The statement was hinged on the particular rumors that Ford is planning a new type of car "that it will build in Europe and sell in the U.S." The company statement said: "We are continuing to sell the products of Ford of England and Ford of Germany in the U.S., but 'future levels of such imports will . . . be governed by demand.'"

It cites the development of the Falcon and Comet as moves to meet the competition from imported vehicles and cites their success in contributing to the recent drop in demand for the imports. "The Falcon and the Comet have outsold all imports so far in 1960."

The statement adds that "it is impossible to forecast accurately the sales potential for cars smaller than the Comet or the Falcon, but we believe this segment of the market merits close observation. . . . We have given serious consideration to ways in which we might use U.S. facilities and employes for at least a substantial part of the work involved in producing and offering to the American consumer small vehicles of the type produced by our foreign affiliates. When and if such a course becomes feasible, we hope to be in position to adopt it. Whether it will become feasible remains to be seen."

By MARGUERITE COOK
MOTORACING Staff Writer

Even the Egyptians are getting into the economy car act. Now coming off assembly lines at the rate of 5 a day is the 2-cylinder 4-stroke engined Ramses.

The car, said to be influenced in style lines by the angular and massive architecture of the pharaohs, has a rear engine imported from the West Germany NSU firm. It is said to get 55mpg.

Producer of the Ramses is the Egyptian Automotive Co., headed by George Hawi, a young automotive engineer with 15 years' experience in England and this country.

We have no production reports, but showrooms are said to be crowded and orders backlogged for 6 months. It's the cheapest car in Egypt (because of no custom duties) and comes in 3 models: Jeep-type utility (\$1400); 2-door sedan (\$1600) and roadster (\$1780).

The variety of new automotive industries abroad is truly amazing. Even little Cambodia assembles Citroen 2-CVs. Poland exported about 2500 of its Warszawa passenger cars to Iron Curtain countries in 1959 and hopes to register a 30 per cent increase this year. In Japan, the Mazda R-360 coupe, priced at \$833, is the latest attempt to produce a car that everyone can afford. Japan's Hino Motor Co. also is supposed to be negotiating a deal with Renault to produce a Japanese type Dauphine.

The British MOTOR magazine recently reported extensively on Russian experiments with its economy Zaporozhet aimed to stand up against rugged operating conditions in Red land. Some 1500 of the cars are now being built by the Komunard factory at Zaporzh.

This is the car whose original engine was combination of the Fiat and VW. The engine, however, has been radically altered and now is basically a V-4 air-cooled engine. The production car are 2-door 4-seat saloons of chassisless steel construction with all wheels independently sprung.

A maximum speed of 55-60mph is claimed and mileage up to 52-55-mpg. The car has a 4-speed gearbox and a semi-automatic clutch. For a better look, watch for the 100 or so that are already zooming about Moscow streets.

We won't, I guess, be seeing the Russian-made Moskovitch in this country for some time. The prospective importer, Robert Castle, Syracuse, N.Y., states, "The Moskovitch is in mothballs until Mr. Khrushchev send Mr. Powers home driving one."

★ ★ ★

At home, the controversy over compacts, versus imports and compacts versus standard models continues its lively pace. (Imported cars, by the way, contributed about \$90 million to the U.S. treasury in custom duty alone the last year.)

A compact car survey among VW owners showed that they liked the

roominess of the Falcon and the Corvair, large trunk space of the Falcon, Corvair and Lark, the smooth handling of the Falcon and Corvair and size and riding comfort of the Falcon and Corvair.

They took violent exception to the shoddiness of the Lark, Rambler and Valiant and, compared to the VW, felt that most compacts were \$400 to \$500 over-priced. The VW owners considered that the Falcon, Valiant, Lark, and especially Corvair had slushy steering and disliked the body work of the Corvair, Rambler and Valiant. Almost to a car owner, however, the VW owners liked the power of the compacts.

The survey was conducted by FOREIGN CAR GUIDE, and its author, Bart Lanier Stafford III, notes that the VW owners, in passing, noted their pet gripes about the passionately loved beetle. The most important one was lack of power, resulting in poor acceleration and passing ability, an ineffectual ventilating system, poor windshield wipers and defrosters, the small trunk and poor riding qualities.

(The 27 changes in the 1961 VW, including the increased horsepower, certainly take such complaints into consideration.)

★ ★ ★

David Scott, writing in MOTOR flatly predicts that with its compacts and if it introduces "ultra compacts", Detroit will win back many wayward American motorists.

He thinks, however, that by concentrating on sports cars and 1-liter family saloons, the British automakers can retain their current market position after this year.

The strong selling point of these cars, despite other foreign competition, he believes, is not only styling, but on assembly, finish and inspection, the "weakest points of American cars."

The writer advances the view that because of the high American wage scale and labor involved in these operations, too many cars don't close properly because they were wrongly hung and rain often seeps in through badly-sealed body joints.

★ ★ ★

Yours truly, off to the Palladium in Hollywood last week to see the 1961 Falcons, had this view confirmed by an Ivy League type recruit in The Ford Motor Co. service division. He handles claims and says you'd be surprised at the large number that have to do with creaking doors and faulty windows.

(Not being an engineering genius, we could see no change to speak of in the new Falcon, except its front appears a bit more susceptible to being bashed in by the car ahead. It has, most importantly, an optional increased power plant to offset criticism of its lack of power.)

(It was not the kind of shindig where you should mention that you write an economy car column. Dealers kind of looked at you reproachfully and recalled they had to get a martini for the wife.)

Economy is the watchword for the 1961 selling campaign nonetheless; even if Harlow H. Curtice, retired GM president, does regard compacts as a passing fancy and subject to getting bigger and more powerful each year until they are respectable Detroit elephants.

This view is shared by none other than George Romney. The irrepressible president of American Motors opined here last week that "The big 3 have their dinosaurs on a diet."

Dodge general manager M. C. Patterson expects the major 1961 demand to be for conventional low-priced cars. He believes that the Dodge Dart will continue to be the bread-and-butter car of Dodge dealers with the new compact Lancer representing "plus business."

(Continued on Page 5)



Vignettes

BY GUS V. VIGNOLLE
SCRIBE TAKES BLAST AT
ACAPULCO ATTITUDE

(Continued from Page 1)

According to him, the only one in Acapulco who ever lends a hand for anything constructive is nature itself—the sea, the beaches, the costa brava, the mountains and the climate. Only interest of the Acapulco people, he added, is to drain the last centavo from anyone who sticks his nose in that part of the world.

This could be another Marseille of bygone years, or a Mar de Plata in Argentina, or a Rio de Janeiro with its races at Boa Vista, or Monte Carlo . . . where the tourist has been treated to great road circuits in addition to the exquisite scenery and other attractions.

A race along the Acapulco coastal road of Miguel Aleman from Caleta to Icaicos would be the greatest. The columnist said that, by comparison, it would make you simply laugh at the Bahamas speed week festival.

But the avaricious Acapulco business people are like blind people who do not want to see, according to Don Francisco, and while he'd like to see Club RODA realize its dream, he doubted very much this would ever become a reality. Acapulco is interested in the peso in its pocket, not in the future.

However, here is hoping the Mexican Tourist Dept. opens its eyes and does something to help make this a reality! Quien sabe.

Bring Racing Out in Open, Detroit

In the last issue we mentioned that Detroit is in racing under the table, and the sooner it comes out in the open, the better.

I'll back that up. At Bonneville recently, a Harry Mann Corvette, driven by Jimmy Vetinoff, won 2 trophies when it set a 2-way record of 156.98mph for the flying mile. The car topped 2 Mercedes-Benzes (1 blown), a Ferrari and other Corvettes.

Now, I have it on good authority that this Corvette was equipped with the 315hp 1961 engine and that it was supplied by the factory in Detroit. But, oh goodness, let's not say anything about this publicly. In a pig's eye!

And for your information, some of the other "brainy" Snapper-Wrappers have rumored the new Corvette mill is of 317 or 329cu. in. Actually, the figure is 283, and this was confirmed the other day by Frank Milne of Harry Mann Chevy, who got on the tube to Detroit to find out, once and for all, what the story was.

Just raise a query in this space and you get the answers quickly. Not long ago we wondered what had become to 2 prominent drivers who had dropped from the scene — Don Dickey, the Porsche specialist from No. Calif., and Bruce Kessler of Beverly Hills, who has driven just about everything here, in the east and in Europe.

While covering the Cotati races, our Joe Scalzo ran into Pete Biro, who supplied the answer on Dickey. Don is building a Formula Jr. special with a Goliath engine.

The car will use a space frame and will be built so an RSK engine can be used in it for Formula Libre races. He hopes to have the FJR running by the first of next year.

Inactive for a year and a half, Kessler was in Milwaukee recently steeped in his TV and motion picture work when he was contacted by Bob Wilke, the famous owner of the Leader Card machinery. He had seen Bruce race in Europe and was impressed.

The upshot was that Wilke joined SCCA just so Kessler could drive his Porsche RS in the recent 500 at Road America in Elkhart Lake (results elsewhere in this issue). Bruce followed instructions to the letter, stayed in there "to get the feel of the car," and now don't be surprised if young Bruce will be testing a GP Porsche in Germany for Wilke and racing abroad under his banner. More on this later.

Lotus Built to Check the Cooper

The 2.5-liter Lotus sports car which Stirling Moss and Dan Gurney will drive in the big one at Riverside Oct. 16 was produced as the answer to check John Coombs' Cooper-Monaco which cut such a wide swath in Europe this season.

Colin Chapman's car is based on the Formula 1 Lotus chassis. Moss won with it in Sweden, and in practice at Silverstone, posted a time of 1min. 41.5s, representing just under 104mph.

Carroll Shelby recently told this observer this is the car to beat in the Riverside 200-miler.

Moss Rips into the FIA Attitude

BRIEFLY NOTED — Praise to the skies is given the Ferrari Berlinetta in Sports Cars Illustrated. . . In Sports Illustrated, Stirling Moss writes he is pleased to see the car builders denting the bureaucratic armor of the Sporting Committee of FIA which "has steadfastly ignored the drivers and, inconceivably, the builders of Grand Prix cars." He was referring to the committee's emasculated 1.5-liter formula for 1961, but giving way with the 2.5-liter Intercontinental Formula. This writer is inclined to believe little will become of the latter and that the 1500 deal will be the main event. . . Al Parravano, son of Tony, the erstwhile owner of big machinery, has opened a kart course, Monza Raceway, at 184th & Hoover, LA. . . One of our photogs, Navyman Jim La Tourrette was saying he didn't believe Stan Sugarman's "Birdcage" jumble the clutch in practice and Jim Connor had to go the whole distance at Santa Barbara and I am inclined to agree. These seem to be showmanship tactics—and reporters should not sail for everything they hear. Experts believe the Maser could not have gone so fast without a clutch, saying you have to slip or feel it in or bust the gearbox, chewing up all the case and gears. And do you think they'd risk running the car with Riverside coming up? And that was another Belasco touch in starting at the rear of the pack at Cotati. OK to try to be colorful but let's cut out the con. . . Northwest SCCA is the only outfit in the country that fails to list the type of cars in its standings. The car is much more important than the hometown! . . . Paul O'Shea, who made quite a name for himself as an SCCA Mercedes pilot, has moved from NY and is now living in No. Hollywood. He's now a singing star since doing that recording, "Sing a Song of Sports Cars," for Riverside Recordings. He'll soon be singing in nighteries here. Paul plans to race a Lister-Jag for Ecurie Ecosse at the big Formula Libre race at Watkins Glen Oct. 9. Moss, Brabham, Gendebien, Bonnier and Salvadori are among other big names that may go at the Glen. And if they do, it's a leadpipe cinch they'll then head over here and try to move in on the moola at Riverside and Laguna Seca on the 2 successive weekends. . .

Hill, Shelby, Constantine Sign for Riverside Classic

by GUS V. VIGNOLLE
Editor of MOTORACING

Additional internationally- and nationally-known road racing drivers last week were added to the stellar cast entered at 2 of the biggest sports car races of the year in the US — Riverside Oct. 16, and Laguna Seca in Monterey, Calif., Oct. 23. Each race will carry more than \$20,000.

Two biggest names after the announcement that Stirling Moss and Dan Gurney would go in 2.5-liter Lotuses, are Phil Hill, of Santa Monica, Calif., currently No. 3 in the world driving championship standings while campaigning for the Ferrari factory in Europe, and Carroll Shelby, La Mirada, Calif., who won at Le Mans last year with Roy Salvadori in an Aston Martin, and is a former national SCCA kingpin.

Hill will drive a new 3-liter, 12-cyl. Ferrari for Eleanor von Neumann, distributor for the famed Italian car here. The sports car is now en route from Maranello, Italy.

Winner of the Italian Grand Prix F1 at Monza recently, Hill is

DEL MAR RACES

Los Angeles region of SCCA stages a series of 16 sports car races over the 1.4-mile, 10-turn Fairgrounds course at Del Mar, Calif., Sept. 24-25.

The feature Sunday race for the big modified cars is a 20-lapper. Races start at 1:30 Saturday, 11 the next day. Duane Alan is race chairman, and Namara Inn, Del Mar, is race headquarters.

the defending champion in the Riverside 200-miler. He scored in 1959 with another of Mrs. von Neumann's Ferraris.

Chuck Daigh was winner of the 1st Times-Mirror race in 1958, piloting a Chevy-Scarab.

Richie Ginther, Granada Hills, Calif., well-known winner here and a rookie on the Ferrari factory team this year, will pilot another von Neumann Ferrari — a 3-liter job nicknamed the "hot-rod".

An entry was received last week from George Constantine, Southbridge, Mass., 1959 Nassau winner and victor last week in the SCCA national at Thompson, Conn. His mount will be the swift Kelso Auto Dynamic Lister Chevy (Kelischev) owned by Mrs. Harry Clark Boden of Newark, Del.

Additionally, there will be: Dick Thompson, Chevy Sting Ray; Walt Hansgen, E-Jag; Ed Crawford, "Birdcage" Maserati; Briggs Cunningham, 2-liter Maserati; Jim Hall, "Birdcage" Maserati; Augie Pabst and Harry Heuer, Scarabs; Jay Chamberlain, 2-liter Lotus.

Amateur races under the baton of the Cal Club and LA SCCA are set for Riverside Oct. 15, and presumably a similar type of fandango (SF SCCA) is set Oct. 22 at Laguna Seca. This is something new for the bucolic No. Calif. filberts and they're really hollering it up.

Actually, based on the number of people due to turn out for these events, the \$20,000-plus prize fund is on the penny-ante side. Really.

Eyer, Kalb Capture Rally In Corvette

Ernie Eyer, of Fair Lawn, N.J., and Allan Kalb, of Plainfield, N.J., driving a Corvette, won the recent Berkshire national SCCA rally with a total error of 29 seconds through 21 checkpoints.

Second place in the 400-mile, 2-day run through the Berkshire Hills of western Massachusetts, northwestern Connecticut, eastern N.Y. state and southwestern Vermont, went to last year's over-all winners, Richard W. Smith, of Quakertown, Pa., and Roger Bohl, of Plainfield, N.J., in a Fiat with 31 seconds.

Third were Fred Gilson, of So. Norwalk, Conn., and Alex Thompson, of Southport, Conn., in a Porsche, 33 seconds.

Fielding 109 cars, the event set a record for number of entries in a national rally.

4th—Sam Fast, Middletown, N.Y., and Larry Hough, Westport, Conn., 190SL, 42 seconds.

5th—Walter and Carol Larson, Fairview Park, Ohio, Alfa, 44 seconds.

6th—Andy Deming, Washington, D.C., and Tom Lusk, Alexandria, Va., Volvo, 46 seconds.

7th—Suzanne Hundertmark, Cleveland, Ohio, and Bob Mollman, Bedford Hts., Ohio, Alfa, 55 seconds.

8th—Bob Woodruff and Dan Denny, Bristol, Conn., Saab, 59 seconds.

9th—Bill Coddington, Dunellen, N.J., and Ivan Snell, Bound Brook, N.J., Corvette, 62 seconds.

10th—Dennis Koelme and Sally Anne Kirk, Huntington Valley, Pa., VW, 67 seconds.

First team prize went to Larry Hough, Sam Fast, Fred Gilson, Alex Thompson, and Harold and Ingrid Gordon, whose 3 cars turned in a combined error of 156 seconds.

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Pabst Pilots Scarab To Colo. Victory

CASTLE ROCK, Colo., Sept. 5—The Scarabs proved they are king of the course at Continental Divide Raceway. With Meister Brausers' unbeatable pair of USAC champion Augie Pabst, of Milwaukee, and Harry Heuer, of Chicago, at the wheel of the fabulous #61 and #62, the pair had a field day in the Sunday and Monday (Labor Day) races sanctioned by the SCCA.

Pabst took the top honors of the day in winning the one hour time limit Labor Day Classic, with Heuer pressing him at the end to make it 1-2 for the Meister Brausers.

The youthful, but skillful Augie and Harry set 3 new marks in the 2 days. Heuer set a new 5-lap record on Sunday and Pabst came back on Monday to set a 10-lap mark. The winning speed in the one hour event was still a 3rd new mark in the CDR books claimed by the Meister Brauser Scarabs.

Pabst was clocked in 1hour, 2minutes, 3.9seconds for 28 laps of the 2.8-mile CDR road course for an average of 75.78mph. Heuer finished 21 seconds behind Pabst in the feature to average 74.63mph. Bobby Donner, Colorado Springs, defending champion for the Labor Day Classic, drove a RSK Porsche to 3rd, 30 seconds behind Heuer.

The only real challenge to the Scarabs developed from Bob Carnes in a Bocar Stiletto, who made a race out of it through 15 laps until forced out by a broken tie-rod. Carnes was running 3rd, only 12 seconds behind Heuer and 23 seconds off Pabst, when forced out.

Earlier, the Stiletto had run a spirited race with Heuer in a 5-lap sprint that saw some of the most thrilling corner action of the weekend. Heuer got the flag at the end, with Carnes nine seconds behind. Heuer snapped a previous 5-lap

Cal Club Stages Race Meet At Hanford

California Sports Car Club will stage sports car races Sept. 17-18 at Marchbanks Speedway near Fresno, replacing the cancelled Sept. 24-25 date originally slated for Vaca Valley near Sacramento.

Marchbanks Speedway, at Hanford south of Fresno, is a new race course to California sports car and grand prix motorcycle pilots. The big feature of the challenging 1.8-mile course is the Monza-type banking where a minimum speed of 85mph is required to keep the racing machine up on the banked wall.

Early entries include Denny O'Neill, Fresno, Corvette; Steve Herrick, Los Angeles, ex-von Neumann Porsche RSK Spyder, and Andy Porterfield, Los Angeles, Corvette.

Entries will be accepted up till raceday morning to give Northern and Southern California pilots every opportunity to make this inaugural meet.

The Marchbanks course was built at an expense of \$700,000.

record when he turned the 14 miles in 11minutes, 10.6seconds.

Danny Collins, Denver's "Flying Mailman", turned in one of the most thrill-packed performances ever seen at CDR as he took a production Corvette and overcame a full 2-minute handicap to run down a 29-car field in a handicap race. All cars were handicapped, with the smallest G machines off 1st, followed at 25, 60, 90 and 120-second intervals by the heavier, more powerful machines.

Collins gunned his way through heavy traffic to take the lead on the 9th of the 10-lap sprint and win in 26minutes, 09.6seconds. For Collins it was a prelude to his triumph of skill over lack of power as he drove one of the Meister Brauser Isis Fiat Formula Juniors to 8th place overall in the featured hour race. Collins drove the Junior with only 3rd gear throughout the 28 laps.



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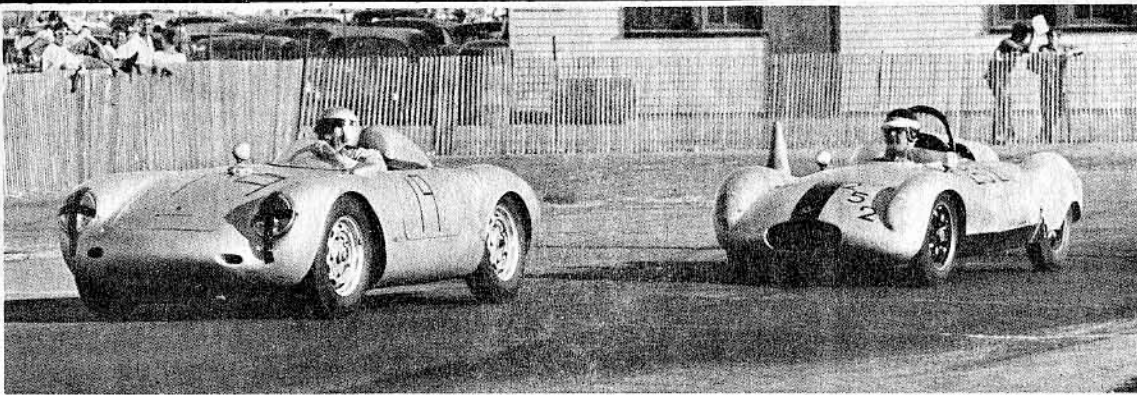
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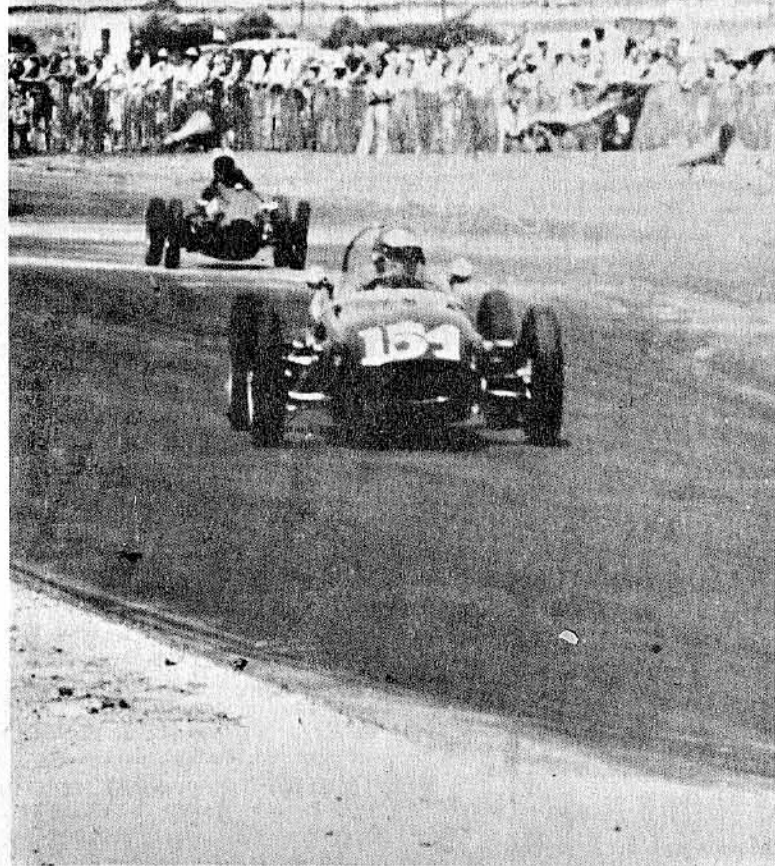
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PIT STOP



WINNER OF the race for modifieds under-1500cc at Santa Barbara was the Porsche RS driven by D. D. Michelmore, Cal Club president. Here he's hard pressed by Leon Duhamel's Cooper-Climax, which finished 2nd, one second behind "Mich." (Photo by James W. La Tourrette)



HEADING RIGHT at Photographer Jim Peterson at turn 7 during Santa Barbara races is Jay Chamberlain, who was an easy 7-second winner in the race for all formula cars. He piloted a Lotus FJR.

Connor Santa Barbara Winner

(Continued from Page 1)

Morgensen. Connor was in 3rd by lap 4, in 2nd by lap 5 and only 9 seconds behind Morgensen by lap 9. On the 12th lap Connors blasted by Morgensen on the straight between turns 8 and 9 and held his lead until the end. Jack Graham, of San Jose, was 3rd in a 3-liter Testa Rossa, with Scooter Patrick 4th in his Porsche Special.

Windhorst Charges

The production car main event featured another thrilling up-thru-the-pack charge when Bob Windhorst, yesterday's class D winner, led the entire pack down the back straight on the 1st lap, only to spin his AH 100S on turn 6, tearing out 3rd gear and dropping back to 11th place. Jay Hills (Porsche Carrera) took over the lead, with Ed Barker (Porsche 1600N) and Pete Haywood (AC Bristol) dueling for 2nd spot. Haywood spun off the course 4 times during the 15-lap event, losing 2nd spot to Barker twice in the process. Windhorst, driving without 3rd gear, came up through the pack to pass the 3rd and 4th placed Porsches on the 10th lap and to slip by the spinning Haywood on the 11th, to finish behind Hills' rapid Carrera.

Dr. William Rogers, of Tucson, who had been overlooked, finished a smooth 3rd, with Barker and Haywood 4th and 5th. Hills averaged 70.6mph.

Chamberlain Both Days

The race for Formula II, III and Jr. Grand Prix cars was led off the grid by Don Wester (Elva DKW Jr.) who made it as far as turn 5

in the lead before spinning off the course. Following Billy Krause (Stanguellini Jr.) took over the lead, only to be out-accelerated down the 2700-foot back straight by yesterday's winner, Jay Chamberlain (Lotus Jr.) after a slow start.

Chamberlain and Krause held the 1-2 positions for the balance of the 12-lap races, while a tight battle for 3rd was going on behind them. Bob Wenz, in a 500cc Cooper-Norton F-III slip-streamed Tom Hanley's bigger and faster Stanguellini F. Jr. down the straights, trying to pass in the corners. On the last lap Wenz got the faster inside line through final turn 9 and crossed the finish line inches ahead of the Stanguellini.

Today, Chamberlain averaged 74.8mph.

Although there were 234 sports cars, 30 Grand Prix type cars and 79 motorcycles entered in the 14th Santa Barbara races, the only serious injury was to Fred Chase, who went off his 500cc Norton bike on turn 6 during today's race and suffered a broken collar bone. R. W. "Kas" Kastner flipped his TR-3 into the ditch at turn 3 in yesterday's practice, to be followed in later races by a DKW sedan, and a F-III Cooper.

In today's practice Bill Chapman flipped his TR-2 between turns 4 and 5. Three bike riders besides Chase were separated from their mounts at speed, but none of them, nor the other car-flippers, was seriously hurt.

Drivers Surprised

This weekend the Cal Club provided a surprise for Formula Junior and Corvette drivers. When the

CALENDAR

SEPTEMBER

- 17-Snetterton race meeting (F1, 2, sports and touring cars).
- 17-18-Calif SCCA races, Marchbank Speedway, Hanford, Calif.
- 17-18-Kansas SCCA races, Newton, Kans.
- 17-18-No. New Jersey SCCA races, Lime Rock, Conn.
- 17-18-C.W. Mich. and N.E. Mich. SCCA races, Grayling.
- 18-SCC of British Columbia races, Westwood, B.C.
- 18-Compact-Economy Car 6-mi. enduro race, Continental Divide Raceways, Denver, Colo.
- 23-24-Glen SCCA Nat'l. races, Watkins Glen.
- 24-Oulton Park race meeting (F1, 2 and sports cars), England.
- 24-25 - Tennessee Valley SCCA races, Courtland.
- 24-25-LA SCCA races, Del Mar, Calif.
- 24-25-NW SCCA races, Shelton, Wash.
- 25-Coupe de Paris race meeting (all categories).

OCTOBER

- 1-Silverstone race meeting (F2, sports and touring cars), England.
- 1-2-Indianapolis SCCA races, Stout Field.
- 8-9-South Texas Border SCCA Nat'l. races Corpus Christi, Tex.
- 8-9-Atlanta SCCA races, Gainesville, Ga.
- 8-9-New England SCCA regional races, Thompson, Conn.
- 8-9-St. Louis SCCA races.
- 9-SCC of British Columbia races, Shelton, Wash.
- 15-16-Philadelphia SCCA Nat'l. races, Vineland, N.J. (tentative).
- 15-16-LA Times-Mirror USAC sports car races, Riverside, Calif.
- 15-16-Central Florida SCCA Venice races.
- 15-16-Oklahoma SCCA regional races.
- 15-16-Chicago SCCA races.

Ferrari Leading Porsche for Title

After 5 championship sports car races (constructors' championship), Ferrari leads with 30 points, followed by Porsche, 26; Maserati, 11, and Aston Martin, 4.

Points are given on an 8-6-4-3-2-1 basis for the 1st 6 places, but no manufacturer may receive points for more than one place in any race.

Winners this season: 1000Km of Buenos Aires, Ferrari (Phil Hill-Cliff Allison); Sebring 12 Hours, Porsche (Olivier Gendebien-Hans Herrmann); Targa Florio, Porsche (Jo Bonnier-Herrmann); 1000Km of Nurburgring, Maserati (Stirling Moss-Dan Gurney); 24Hr. Le Mans, Ferrari (Gendebien-Paul Frere).

winners pulled into the impound area for the standard fuel sampling, the Formula Jrs. were weighed to see if they were up to FIA minimum specs and the Corvettes were tested for illegal locked rear ends. All the Juniors passed, but two of the Corvettes were questionable and were sealed for a later tear-down.

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Fastest Official Lap:
Car No. 48 - 1:37.7

POS	#	BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION				MILES	33.0
					B	C	D	E		
1	48		Connor, J.	Maserati						
2	48	6	Morgensen	Ferrari						
3	124	44	Graham, J.	Ferrari						
4	38	50	Patrick, S.	Porsche						
5	204	61	Rulette, D.	Lister Chev.	1					
6	18	104	Blackwell, G.	Jaguar		1				
7	102	105	Nethercutt, S.	Ferrari						
8	62	112	Herrick, S.	Porsche RSK						
9	283	40	Porterfield, A.	Corvette	2					
10	25	46	Chaffee, J.	Chev.		2				
11	86	68	Towers, C.	Ferrari						
12	37	2120	Cunningham, P.	Devin-Triumph						
13	35	32	Simon, H.	Olds Spec.	3					
14	165	3167	Cummings, M.	Corvette						
15	199	6125	Hively, G.	Healey Spec.						
16	220	7156	Masterson, J.	Kurtis Corv.						

DNF: 2, Challman, B.; 92, Dabcock, H., Jr.; 90, McCee, J.; 137, Stewart, J.

Fastest Official Lap:
Car #252 - 1:47.0

POS	#	BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION				MILES	33.0
					B	C	D	E		
1	19		Michelmore, D.	Porsche RS Spyd.1						
2	252	1	Duhamel, L.	Cooper Climax	2					
3	151	8	Maslin, D.	Lotus Clim MK XI		1				
4	39	22	Pickering, R.	Lotus H M						
5	3	29	Tannlund, C.	Lotus						
6	191	69	Sharran, D.	Porsche 550 Spyd 3						
7	176	75	White, J.	Lotus Offen.						
8	236	89	Cole, R.	Lotus Climax						
9	20	93	Jones, K.	Lotus Club Flat						
10	101	118	Hart, H.	Elva Climax						
11	77	119	Leyden, B.	O.S.C.A.						
12	21	151	Lindquist, I.	Lotus Saab						
13	12	62	Gounie, G.	Fiat Crosley						
14	122	67	Fitts, R.	Porsche Spyd						
15	440	70	Reynolds, J.	Jamal Panhard Spec.						
16	8	87	Tholen, D.	Crosley Spec.						
17	146	93	Fryor, H.	Sondra Spec. Ren.						
18	97	114	O'Neill, T.	AH Sprite						
19	244	2132	Erickson, R.	Viking Crosley						
20	110	35	Sparks, J.	Crosley Spyd						
21	66	55	Molle, F.	Fairchild						
22	183	57	Wood, N.	Crosley Spec.						
23	126	101	Miller, R.	Miller Crosley						
24	65	3194	Starkweather, R.	Crosley Spec.						
25	300	100	Ames, L.	Berkley Excal						
26	411	126	Tenehoff, R.	Crosley Sp c.						
27	172	41122	Drengle, A.	Cooper Climax						
28	32	5161	Neuman, K.	Lotus Le Mans						

DNF: 90, Bukowski, J.; 125, Reasoner, J.; 104, Sadler, G.; 168, Schillbert, G.; 171, Evelyn, H.; 182, Watkins, S.; 190, Braban, J.; 250, Davis, A.

Fastest Official Lap:
Car No. 58 - 1:46.1

POS	#	BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION				MILES	22
					B	C	D	E		
1	58		Settember, T.	Corvette						
2	270	2	Hart, H.	Corvette						
3	166	3	Dickson, B.	Corvette						
4	00	13	McDonald, D.	Corvette						
5	41	15	Briley, S.	Corvette						
6	127	16	Hooper, D.	Corvette						
7	128	55	Lutz, H.	Corvette						
8	64	93	Richardson, H.	Jaguar XK 120						
9	216	1189	Peck, H.	Corvette						
10	217	5142	Culkin, P.	Merce Benz 300SL						
11	222	7140	Mayell, V.	Corvette						

DNF: 120, Carver, G.

Fastest Official Lap:
Car No. 81 - 1:50.4

POS	#	BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION				MILES	22
					B	C	D	E		
1	81		Hills, J.	Porsche Carrera						
2	164	5	Windhorst, B.	AH 100-S						
3	214	15	Rogers, W.	Porsche Carrera						
4	24	16	Barker, E.	Porsche 1600 N						
5	6	21	Haywood, P.	AC Bristol						
6	189	39	Pickering, R.	Elva Courier						
7	16	48	Follmer, G.	Porsche 1600 S						
8	132	55	Norman, A.	AC Bristol						
9	100	56	Parkinson, D.	AH 3000						
10	10	72	Richards, D.	Alfa Rom Sup						
11	352	60	Copeland, F.	Porsche Sup						
12	63	85	West, W.	Alfa Rom Spyd						
13	49	95	Crane, P.	Morgan, Plus 4						
14	04	102	Stephens, D.	AH 100-M						
15	85	103	O'Brien, R.	AH 100-S						
16	212	11119	Hackey, E.	Alfa Rom Sup						
17	4	32	Sanders, H.	Alfa Rom Giul.						
18	0	38	English, J.	Alfa Rom Giul.						
19	169	50	White, A.	Morgan						
20	142	60	Grossman, D.	AH Sprite						
21	174	64	Boyle, R.	AH Sprite						
22	45	93	Randolph, L.	AH Sprite						
23	14	98	Jordan, D.	Porsche 1600 S						
24	117	214	O'Neill, H.	MG TF						

DNF: 11, Van, P.; 40, Kirby, E.; 47, Gates, G.; 51, Dunlap, E.; 73, Treloar, R.; 114, Gerhauser, F.

Fastest Official Lap:
Car No. 154 - 1:44.6

POS	#	BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION				MILES	26.4
					B	C	D	E		
1	154		Chamberlain, J.	Lotus						
2	53	7	Krause, B.	Stanguellini Fiat						
3	539	11	Wenz, B.	Cooper Norton						
4	307	12	Handley, T.	Steng						
5	160	19	Wester, D.	Elva DKW						
6	23	66	Timanus, J.	Timanus Lotus						
7	26	77	Hand, B.	MG Spec.						
8	55	81	Freutel, Jr. E.	Stang. Fiat						
9	60	82	Gould, R.	Stang. Fiat						
10	251	1160	Brashear, R.	Dolphin Fiat						
11	510	106	Streets, J.	Staride Norton						
12	133	211	Knapik, L.	Dolphin Fiat						
13	511	9	Daley, J.	Hodge Dodge						
14	520	140	Schlimmer, G.	Squirrel Norton						
15	569	51190	Levin, G.	JBS Norton						
16	501	8133	Morrow, H.	Cooper Norton						

</



SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

WE SAW an old friend in the pits at Santa Barbara. He's an extremely consistent driver. In the last 14 races he has been dead last everytime.

Unfortunately, he is letting failure go to his head.

Rally Now

It all started when we attended the Pegaso Owners' Club meeting at the Grand Prix a week or so ago. While our "Birdcage" Sprite isn't exactly a Pegaso, not being built in Spain, the members agreed that its workmanship and spectacular performance placed it in the Honorary Pegaso class.

Therefore, we were invited to drive to the races as part of the Pegaso Owners' Club Rally. Unfortunately, we were black-flagged at Camarillo for having bad breath.

Gypsy, Anyone?

One of the reasons why the Race Gypsies were formed was that it seemed less complicated than trying to live in a nearby town on a race weekend. You cook dinner right at the course, your bed is right there, and you can sleep late in the morning. This is the theory behind the Gypsies, anyway. For some reason it never quite works out this smoothly. Take the Santa Barbara weekend, for example:

We arrived Friday night in time for the cocktail party given by the sponsoring Jaycees, in Montecito. After downing enough gin and devilled cackle berries to satisfy a family of alcoholic Hottentots with the tapeworm, we popped over to the Hotel Carrillo, which was race headquarters. After having a beer spilled in our lap by a member of the press, insanely jealous of turtle-necked T-shirt, we headed for the race venue.

"A Restful Night"

Ah, we thought, we'll be in the old sack by 1:30 and get a good night's sleep. We reckoned without the other Gypsies, who were still dancing around the fire, slapping their tamborines and swilling beer. Not to be thought unsociable, we threw another Lotus on the fire and joined them for one beer, which

lasted until 4:30 in the big a.m.

Oh, well, we figured, we'll still get a few hours of sleep and can get up in plenty of time for the 1st race. Somehow the immutable Laws of Nature were voided for that night and within 5 minutes the sun leaped above the horizon, pelting our bleeding eyeballs with red-hot rays having the velocity of rifle bullets. Immediately thereafter, all this at 4:35 a.m., mind you, a motorcyclist began practicing over-revving his 500cc Manx Norton, using our head as part of the exhaust system. He was immediately joined by 3 children, all with extremely high and penetrating voices, who had a scream contest after deciding that our sleeping bag was actually a trampoline. After 2 hours of bouncing and shrieking, the poor kids dropped to the ground due to exhaustion and a series of smart raps on the head with a tire iron. We just sank into a deep sleep when we were attacked by a mosquito as big as a cocker spaniel.

This was only Friday night. You should have been there Saturday! We had a real ball that night and didn't get to bed until quite late.

Chuck Howard Misses Racing for One Year

CHINESE CAMP, Calif.—One of No. California's better-known drivers, Chuck Howard, formerly of Woodside, will be out of sports car racing for at least a year as a result of hepatitis, which hospitalized him recently. He suffered internal injuries when pinned under a horse at his ranch and the kidney inflammation followed.

Earlier this year he won at Cotati in a Lister-Jaguar, which is now up for sale. Jack Flaherty formerly drove the car.

FIRST PLANTS

Liverworts are believed to be the first plants that ever lived on land.

Connor Posts Records at Cotati in "Birdcage" Maser

By JOE SCALZO

Special to MOTORACING

COTATI, Calif., Sept. 11—Driving the West's most successful car, Stan Sugarman's Type 61 Maserati, Jim Connor, Phoenix, scored a convincing win here today as he pushed the scarlet-and-white "Birdcage" to a new lap record and trap time while winning the hour-long modified main event over a 1.9-mile 5-turn course. He averaged 82.8mph and completed 39 laps. Emile Pardee, Palo Alto, Porsche RSK, and Dave Ridenour, San Francisco, Costin-Lister, were 2nd and 3rd.

Races were sponsored by the No. Calif. Corvette Assn. in cooperation with the SF SCCA. Proceeds went to an Easter Seal Fund to aid physically handicapped children. A crowd of 5000 saw today's 6 races.

THE MAIN

Ak Miller in his 7-liter Devin-Olds belted into the lead in the feature for modifieds and Formula Jr.'s, with Pardee's K, Chuck Parsons' Lotus-Ferrari, Chuck Sargent's Maser-Corvette and Connor in the "Birdcage" following him into turn one. Actually, Miller had a front row position by default. Connor had won Saturday's race, and should have started on the pole, but the Sugarman pits, as at Santa Barbara, elected to start the Maser in the rear of the pack to make more of a race out of which otherwise would have been a dull contest. A most sporting gesture.

Miller's Devin, going at its best, held strong to the lead, and as the first lap ended, he led by 200 feet going down the front straight, but behind him, 2 larger cars starting well back in the pack, were coming up strongly; Ridenour in the Costin and Don Huette in the Fike-Lister, both of which had not started in the Saturday go.

Lap 2 — Miller, Pardee, Parsons (retiring in 2 laps with a sticking throttle) Connor, Ridenour, Sargent, Huette, Leslie (Lotus Jr.) and Rod Carveth (TR Ferrari) thun-

dered 'round the course, an order which was changed dramatically on the 3rd lap, when Ridenour, running 5th behind Connor, passed the Maser going into the 1st turn. Connor repassed quickly, but Ridenour, going great guns, was able to repeat this feat before he spun at turn 5 on the 10th lap with failing brakes.

MILLER PASSED

Up front, Pardee, apparently tired of running 2nd, got by the Olds at turn 3 and led to the start and finish, when Miller repassed, but was passed himself, for good, going into the 1st turn. Connor, turning up the wick of the Maser, also passed Miller on this lap, with Ridenour Larry Yates, Porsche, won the last race, a handicap affair.

moving up on the Devin, and Chuck Sargent a distant 5th with his special. Don Huette had by now retired with mechanical trouble after going good initially.

Connor, who had been lapping close to the lap record on Saturday, passed the Pardee Porsche on the 11th lap, and there was no question about what his intent was—to break all the records he could. Eighteen laps later he had broken the trap time down the 3000-foot front straight—formerly 135.5mph by Ridenour, to 138.5, and had

set a new track record at 127.3, formerly held by the late Sammy Weiss, 128.5.

Pardee got the lead back on the 34th lap when Connor stopped at his pit just long enough to give him the lead—and the chase was on. Three laps later Connor was once again leading, and finished 7 seconds ahead of Pardee, who certainly drove one of his best races.

The very impressive Ridenour took 3rd having passed Miller earlier. Ak finished 4th, being lapped by Connor right at the finish. Chuck Sargent, Maser-Corvette, was 5th.

Other Races

Paul Reinhart, Oakland, Corvette, won the big production event, in a wild contest that saw the 10 leading cars on the 1st lap—9 of them Corvettes, retire before the race was over, among them yesterday's winner, Hugh Harn, whose Corvette broke a hub, and Bill Sherwood, the 2nd place finisher, whose Corvette lost a wheel. Pete Culin, Cloverdale, in his well-driven 300 SL, finished 2nd in this go.

Myrna Carter, San Leandro, won the women's race in her Austin Healey 100-6 from the AC Bristol of Lauraine Wood, and George Snively, Sacramento, stormed to a 3-second win over Frank Morrill of San Anselmo in his Sprite. Ted Conrad, Sunnyvale, won the small production race in his Porsche, after early leader Alan Brizard spun repeatedly on one of the last laps. Brizard, in a Lotus Elite, was 3rd behind Steve Froines of Oakland in an Alfa Veloce.

Out of the HORSES MOUTH

By TED DAVIS of the Grand Prix Restaurant

Before I forget, the Grand Prix will be closed Saturdays during September. . . . Last of the aficionados after turning into a flushomatic fan, Bob Evans and wife Dee recently became parents of an 8-lb. 10-oz. girl, Susan Frierson. . . . Al Dean is trying to peddle his cars, including the one the late Jimmy Bryan drove to victory in the 1957 Monza 500. . . . Sunnie Baker of the WSCC is recovering from an infection at the VA Hospital in Sawtelle. . . . No truth in the story in a local Snapper-Wraper that yours truly is starting a Playboy Sports Car Club. . . . Blanche Baker engineered a corking surprise birthday party to other night for Jane Sullivan, the efficient sec'y for the local SCCA. . . . Call me for details on the big "Welcome Home" party planned for Phil Hill at the Intl. Airport when he returns from his action-packed European campaign the end of this month. Let's make it big. . . . Pat Patrick, former service mgr. at Parkhouse Motors, is now with an import dealer in Culver City. . . . George Holland would like to stage a smaller rally this year, possibly in Nevada, to keep alive the name of the American Intl. . . . at least until some new sponsors pop into the picture. . . . Don O'Reilly reports sports car rallying's new popularity has been recognized by Sears Roebuck, which now lists items of special rallying equipment, such as watches, clipboards, booklets, rally check sheets and so on. Page 956 of the Fall catalog, if you want to check it out.

Economy Car News

(Continued from Page 2)

Stat Dept: It was Chrysler, despite its executive woes, that registered the largest percentage gain in the automotive industry during the 1960 run. Ward's Automotive Reports showed that the company's 27.1 per cent improvement over 1959 was due to its Dodge division posting its highest production count in 10 years. The Dodge Dart, the company's nearest approach to a compact, comprised 87.8% of the total division output of 349,120 cars. The Chrysler Corp., as a whole produced 894,009 cars in 1960 compared to 703,744 in 1959.

The 6,001,688 1960 model car total turned out by the industry as a whole was the best in 3 years. The 6 compact cars accounted for 26.2 per cent of the 1960 production or 1,574,468 units.

The U.S. was the biggest export market for Renault, its 1959 sales reports show. The company's sales were \$626,191,827, an increase of 22.8 per cent over the 1958 total.

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Rally Sparks

BY DUANE SPARKS

Four more national SCCA rallies remain on the slate, and at this stage it appears that the newest tandem that could win the championship consists of Allan Kalb, Plainfield, N.J., and Ernest Eyer, Fair Lawn, N.J.

They won the New England region's recent Berkshire in a Corvette, and they had placed 2nd in the Historic N.Y. rally for a low score of 3, with 2 elected rallies to go. Best claimed 3 out of 4 rallies determines the title.

Only pair to win 2 nationals in 1960, William and Jo Anne Carlisle of Wilmette, Ill., have finished their elected slate for a score of 8. Additionally, they had a 6th and 8th place.

In contention with an 8 count in 3 rallies (1-3-4) are Larry and Helen Hough of Westport, Conn. She is believed to have competed in 2. They'll eliminate the Carlises if they (providing he has 3 points or less) can earn a 3rd spot or better in their 4th rally.

A Connecticut duo of Doug Grewer, Norwalk, and Alex Thompson, Southport had 4-1 — 5 for 2 rallies. However, they were paired with different partners in the Berkshire, and will have to team up again in order to have a chance for the title. Thompson was 3rd in the Berkshire, but Grewer finished far down.

Remaining sanctioned nationals and their regions follow:

Sept. 16-18, Johnny Appleseed, NE Ohio; Sept. 23-25, Continental Di-

vide, Colorado; Oct. 7-9, Rip Van Winkle, NY; Oct. 21-23, San Jacinto (Beaumont, Texas), San Jacinto; Oct. 27-30, Appalachian, Philadelphia.

It will be remembered, of course, that the national champions for the past 2 years have come from the little town of Manhattan Beach, Calif., part of the South Bay, whose Pacific Sports Car Club is one of the liveliest in the USA.

In 1958, the kingpins were Joe and Celia Bechtel, who since then have moved to Walnut Creek in No. Calif., where they have a Renault-Peugeot agency.

And last year it was Mel and Juanita (Neen) De Loof who won out. She won the driver's title and he tied with Thomas R. Lusk of Arlington, Va.

How are the De Loofs doing this season?

As usual, very good.

Right now they are in contention with 5 points on a 1st in the Arizona Border's Great Canyon and 4th in the SF region's Golden West.

They are running the upcoming Continental Divide, which they won last year nad was featured in TIME magazine. In this one they are running in their Jaguar as a team with the Carlises (Karmann Ghia VW), and Slim Larned and Dick Joslin (Corvette).

If further competition is necessary, the De Loofs then will vie in the San Jacinto which starts in Beaumont, Texas.

SLALOM COLUMN

By DENNIS McCOSH

The September SCCSCC Championship Slalom was "Slalom of the Pacific IV" by the Pacific Sports Car Club at Long Beach's Municipal Stadium parking lot. The event, a slalom, was attended by 129 drivers. The most interesting feature of the event was the method used to eliminate the long wait between runs. The contestants were called to the starting line in groups of 10. One by one they were released onto the closed course where they drove 3 continuous laps, the 1st for practice and 2 for time. When they left the course after the 3rd lap they were through for the day. Each lap was over one-half mile and required more than one minute to negotiate.

The course itself was tricky; fast in places, very slow in others, diminishing radius turns, hairpin turns, square corners, and clever chicanes. It was an extremely interesting course to drive whether in a Sprite or a Corvette.

As expected, Pacific had the best slalom scrutineering of the year with a number of faults found and most easily corrected. Only one item slipped through — one car was allowed to run with racing numbers on it.

Electronic timing was set up, but during preliminary runs by club members it was discovered that the cars were not able to trip the watches. As a result the event was timed by hand — 2 watches per car — to the nearest 1/100th of a second as required by the code.

The worst feature of the event was the method of scoring. Contrary to the impression created before the event (best of 2 laps), the total time of the 2 timed laps was used. This is essentially the same unpopular system used by Pacific in its May Open event.

Flags were used — as in racing — to control the cars entering and leaving the course as well as notifying the driver which lap he was on. This, along with an intelligently laid out course and a smoothly run event showed that safety was a prime consideration.

The event marked the 1st slalom appearance of a Triumph Herald and a Corvair. Other unusual marques were a Citroen (2CV), a Simca (500cc), and an AC Bristol. The trophy winners were as follows:

CLASS A	Driver	Time
Arturo Atencio	Sprite	2:23.26
Irwin Rodemsky	Sprite	2:24.12
Don Dow	MGTD	2:25.29
CLASS B	Driver	Time
Wes McMillan	MGA	2:30.55
Bob Stewart	Elva	2:24.73
Troy Clem	Elva	2:25.10
Larry Rutherford	MGA	2:26.12
CLASS C	Driver	Time
Mal Delorty	A-II	2:17.55
Walt Lister	A-II	2:23.54
Jim Hastings	A-II	2:25.70
Don Wilcox	A-II	2:27.55
CLASS D	Driver	Time
Dalton Danon	Corvette	2:31.73
L. C. Hooper	Corvette	2:31.90
Frank Riddle	Corvette	2:33.59
CLASS E	Driver	Time
Dave Lehmann	Ren. 4CV	2:22.91
Larry Ford	Ren. Dau.	2:37.13
CLASS F	Driver	Time
Leroy Blum	VW	2:25.23
CLASS G	Driver	Time
Ron Dickerson	Volvo	2:33.14
CLASS H	Driver	Time
Ira Cobb	Ford	2:26.16
CLASS BW	Driver	Time
Shirley Reitz	Elva	2:30.93
Women's Sports	Driver	Time
Amette Cash	Sprite	2:39.11

BLUEBIRD FLIES

BONNEVILLE SALT FLATS, Sept. 16 — British speedster Donald Campbell sent his Bluebird across the salt flats at 250mph and plans to reach in excess of 300mph, today. Campbell said it was the fastest he had ever gone on land and the fastest Bluebird II had gone.

SEPT. 16 — CAMPBELL REACHED ABOUT 300MPH TODAY AND THEN THE \$4½ MILLION CAR FLIPPED 3 TIMES. CAMPBELL'S INJURIES WERE NOT IMMEDIATELY KNOWN.

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RALLY RESULTS AND CALENDAR

C.A.R. FIRST FRIDAY NIGHTER IV SEPT 2 DICK BUTLER RALLYMASTER 41 CARS						
POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR	
EXPERT CLASS						
1.	Bob Tarlton	Ernie Healy	ISCARA	A-H	.45	
2.	Don Foster	Betsy Foster	SWSCC	VW	.87	
3.	John Grafton	Dewaine Peebles	NASCAD	Corvette	2.20	
NOVICE CLASS						
1.	Roberta Burdge	Paul Burdge	STLEASCC	Sprite	1.41	
2.	Paul Rendahl	Virginia Rendahl	Corv. N.H.	Corvette	2.56	
3.	Gene Trimble	Dora Trimble	La Mirada	Sprite	3.00	
SEAT-OF-PANTS CLASS						
1.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	1.27	
2.	Jim Higgins	Larry Grosberg	--	VW	2.58	
3.	Barry Abel	Ron Malone	--	Chev.	4.11	
CHECKMATES LTD. SEPTEMBER MOON SEPT 11 NCSOC CHAMP. JOHN RYAN R. M. 84 CARS						
1.	Duane Sparks	D25	Jerris Sparks	H25	C.A.R.	Facel 11:45
2.	Rugh James	D24	Jim Coyle	H24	B.A.R.M.	TR-3 12:34
3.	Charles Halloman		Don Powell		HTC	M-B 14:26
4.	Dick Coulter	D22	Ron Goring	H22	C.A.R.	TR-3 17:26
5.	Harold Schell	D21	Barbara Schell	H21	C.A.R.	Alfa 20:40
6.	Horn Soutar		Joyce Soutar		Twin Valley	Alfa 22:24
7.	Jerry Aarons		Dick Anderson		Southwest	Porsche 27:42
8.	LaVerne Pearl		Dean Watts		Twin Valley	A-H 34:04
9.	Jack Sparks	D17	Molly Sorin		Pacific	MS A 35:35
10.	Bob Proctor		Dave Baxter		Tri-Angles	A-H 38:53
11.	R. Stovell		P. Diamond		--	TR-3 39:25
12.	Elmer Heaton		Ted Watson		99'ers	Porsche 39:29
13.	Ron Revuck		Joan Taylor		--	MG 40:47
14.	Cal Hudspeth	D12	Bob Cole	H12	Ballymaute	Alfa 41:32
15.	Darrel Sensesbaugh		Wayman Bradley		99'ers	Porsche 43:08
16.	W. D. Barkhau		J. Lomasney		SSC	MG 43:25
17.	Bill Johnson		Barbara Kerr		SCSCC	TR-3 45:03
18.	Doug Rich		Fete Ankermit		SFSCC	Porsche 46:14
19.	Maureen MacDonald		Angus MacDonald		Clock & Dial	VW 47:01
20.	Verna Sharp		Stuart Sharp		T T	TR-3 50:01
21.	Joan Lewis		George Clever		--	Sprite 51:55
22.	Herb Lehmann		Miriam Lehmann		Twin Valley	Porsche 57:32
23.	Fred Behringer		Hornas Behringer		Tri-Angles	Porsche 58:52
24.	Narrow Watt		Dick Segus		CHSCC	Porsche 1:09:10
25.	Lee Weisbrich	D 1	Doug Sawin	N 1	C.A.R.	Porsche 1:11:42
RALLIES						
SEPTEMBER						
23-25	--	SCCA CONTINENTAL DIVIDE RALLY	Nat'l Champ. nav. event.	Colorado Region.		
25	--	SOUTH RAY FCCA INAUGURAL RALLY III	an SCCSCC open nav. event. 6 hrs.	8 A.M. Firestone & Lakeswood, also s.o.p. class Larry Ford FR 9-6035 \$4.		
25	--	ISCARA MONTE CARLO RALLY to the Tia Juana Bull Fights	5766 Hollywood Blvd. 8 A.M. \$4. Jim Alexander HO 4-6161.			
25	--	TROC & LMSD BREWERY REVISITED	4 hr. nav. & s.o.p. class Encino Car Center 17233 Ventura Blvd. 8:30 A.M. \$3. Al Hicks & Isabel Haas R.M.'s TR 7-7991			
OCTOBER						
2	---	PORSCHE CLUB OF AMERICA STUTTGART SAFARI	NCSOC Champ nav. event with novice class. 8 A.M. Stanford Shopping Center, Palo Alto 9 hrs. \$4. Fred Behringer, rallymaster, YO 7-4695.			
2	---	SANTA MONICA SCC	4 1/2 hr. nav. 9 A.M. Rody's Ventura & Sepulveda \$2.			
7	---	C. A. R. FIRST FRIDAY NIGHTER V	2 1/2 hr. simple nav. event 3 classes. \$2. Lee Weisbrich R.M. 8 P.M. Rody's Ventura & Sepulveda			
7-8	---	SCCA RIP VAN WINKLE RALLY	Nat'l. Champ. nav. event. New York Region.			
9	---	SQUARE WHEEL TOURING SOCIETY MOONLIGHT RALLY VII	6 hrs. nav. event 10 AM. Corte Madera Shopping Center, Marin County. \$3. Chas. Stabler 2856 Greenwicht			
16	---	SANTA MONICA PCCA HAIRPIN HASSLE	An SCCSCC open nav. event presented by women of SMPCCA			
21-22	---	MARIN OT SPORTS CAR CLUB MONTE CARLO RALLY to LAGUNA SECA	plus a short navigational from Monterey to the race course, \$1, 116 Laurel Gr. Kentfield			
21-23	---	SCCA SAN JACINTO RALLY	Nat'l Champ. nav. event. Texas Region.			
22-23	---	SPOKANE SCC PONDEROSA SWEEPSTAKES	An IOWSCC Champ. nav. event. Cash prizes Jack Deno W. 1917 Montgomery, Spokane, Wash.			
30	---	PACIFIC SCC MEEMUDA I	An SCCSCC open nav. event presented by women of PSCC 7:30 A.M. Flagg's, 15145 Pac. Coast Hwy 6 hrs. \$4. Rae Pingel & Muriel Schell rallymistresses FR 2-4292 or FR 4-8302.			

CHAMPIONSHIP RALLY STANDINGS

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS																
POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	TOTAL OR BEST SIX	NO.	
		S	S	N	S	N	S	S	N	S	N	S	N			
DRIVERS																
1.	Bill Chester	*	22	0	*	*	24	21	20	19	*	21	*	127	7	
2.	Jack Sparks	23	*	12	25	*	*	25	*	*	*	25	17	127	6	
3.	Duane Sparks	*	23	0	18	*	*	*	16	*	*	16	25	98	6	
4.	Bob Cook	14	17	*	*	24	*	*	25	*	17	*	0	97	6	
5.	Jerry Aarons	*	22	0	23	*	15	*	*	18	*	15	*	96	6	
6.	Dick Coulter	0	13	17	10	*	*	19	0	15	*	22	96	6		
7.	Harold Schell	2	*	23	*	16	*	*	24	0	*	21	86	6		
8.	Adrienne Ryan	*	*	*	*	15	*	*	22	16	18	*	*	71	4	
9.	Joe Booth	*	*	25	0	23	0	*	23	*	*	*	0	71	6	
10.	Ron Jones	0	*	16	15	*	16	*	22	*	*	*	*	69	5	
11.	Ron Royer	22	6	*	0	*	23	18	*	*	*	*	*	69	5	
12.	Cal Hudspeth	13	16	18	0	*	8	0	*	*	12	12	69	8		
13.	Hugh James	*	*	0	0	10	*	8	0	12	*	21	67	5		
14.	Bob Piercy	0	11	8	*	*	0	0	13	*	15	19	*	66	7	
15.	Dean Shippen	*	*	20	*	25	*	*	*	*	13	*	*	58	3	
16.	Phyllis Banks	*	*	24	*	19	*	2	*	*	11	*	0	56	5	
17.	Les Weisbrich	7	19	0	14	*	0	0	0	*	*	6	1	47	8	
18.	Bernice Branson	8	0	0	20	14	2	0	0	0	*	*	*	44	7	
19.	Chuck Meredith	*	15	*	22	*	6	0	*	*	*	*	*	43	4	
20.	Dick Butler	*	*	0	0	0	13	*	*	17	*	13	0	43	6	
21.	Bill Rector	25	*	*	*	*	17	*	*	*	*	*	*	42	2	
22.	Virginia Thomas	*	*	3	4	21	*	0	*	*	*	*	*	28	5	
23.	Dick Kermod	24	0	0	0	0	0	0	0	*	*	*	*	24	5	
24.	Fred Behringer	16	5	0	0	*	*	*	*	*	*	*	*	21	3	
25.	Bob Blair	*	*	10	*	9	*	*	*	*	*	*	*	19	2	

NAVIGATORS																
1.	Ted Sparks	23	*	*	24	24	*	25	25	*	*	25	*	147	6	
2.	Elizabeth Chester	*	22	0	*	*	24	21	20	19	*	21	*	127	7	
3.	Dick Anderson	*	25	0	23	*	15	*	*	18	*	15	*	96	6	
4.	Barbara Schell	2	*	23	*	16	*	*	24	0	*	21	86	6		
5.	Jim Coyle	16	5	*	0	10	*	12	*	21	*	24	88	7		
6.	John Ryan	10	17	*	*	15	*	22	*	18	*	*	82	5		
7.	Ron Goring	0	17	10	*	11	19	0	0	*	*	22	79	7		
8.	Sandy Booth	*	*	25	0	23	0	23	*	*	*	0	71	6		
9.	Howard Frank	22	6	0	0	23	18	*	*	*	*	*	69	5		
10.	George Taylor	0	*	16	15	*	16	*	22	*	*	*	69	5		
11.	Bob Cole	13	16	18	0	*	8	0	*	*	*	12	67	7		
12.	Jerris Sparks	*	23	0	18	*	*	*	*	*	*	25	66	4		
13.	Isabel Blandford	*	*	20	*	25	*	*	*	13	*	*	58	3		
14.	Homer Banks	*	*	24	*	19	*	2	*	11	*	0	56	5		
15.	David Davis	14	*	*	*	*	*	*	25	17	*	*	56	3		
16.	Gene Higgins	18	*	*	12	8	*	*	*	16	*	0	54	3		
17.	Mike Goodwin	0	0	12	12	*	7	*	16	*	*	*	47	6		
18.	Doug Sawin	7	19	0	14	0	0	0	*	*	6	1	47	8		
19.	Scott Branson	8	0	0	20	14	2	0	0	0	*	*	44	7		
20.	Patt Meredith	*	15	*	22	*	6	0	*	*	*	*	43	4		
21.	George Blondin	25	*	*	*	*	17	*	*	*	*	*	42	2		
22.	Frank Herman	*	0	0	6	*	12	0	12	*	4	*	34	7		
23.	Al Nesbitt	0	11	8	*	0	0	13	*	*	*	*	32	5		
24.	Lorraine Butler	*	0	0	0	0	13	*	17	*	*	0	30	6		
25.	Homer Richardson	*	*	*	*	*	*	*	17	*	12	*	29	2		

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S--SCCSC EVENT: N--NCSCC EVENT: * DID NOT DECLARE FOR STATE POINTS.																

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CH 5-1579

LA CRESCENTA, CALIF.

Elkhart Lake

(Continued from Page 1)

casualties. After the Porsche relinquished the lead, the Ferrari Testa Rossa of Milwaukeeans Augie Pabst and Bill Wuesthoff seized it for 4 laps before giving way to John Fitch (Lime Rock, Conn.) and Bill Kimberly (Neenah, Wis.) in the red "Birdcage" Maser of the Briggs Cunningham stable. They led until the 88th lap, after which Stear (who had taken over from Causey on the 63rd lap), grabbed the lead and held on to the end of the race—125 laps in all.

Pabst had closed the gap to 15 seconds until running off the course with a lap to go.

The last 40 miles were driven in a drenching downpour, helping reduce the winner's average speed to 79.81 miles per hour.

Causey, 30, is a dairy farm operator and wealthy; Stear, 38, is a former Allison Aircraft Engine test pilot and now an executive of the company.

Only accident of note involved the Jaguar XK-SS of Chicagoan

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Tossie Alex, which slewed off the course, flipping for moderate damage, but leaving him only bruised and shaken.

The Fitch-Kimberly Maser, in class E-modified with only a 1989-displacement powerplant, won the Index of Performance over the Porsche of Dean Causey and Chuck Rickert and the Dave Causey-Stear machine.

RA 500, 125 LAPS — SUNDAY

Overall—1, Dave Causey and Luke Stear, 29 Maserati Type 61; 2, Augie Pabst and Bill Wuesthoff, Ferrari Testa Rossa; 3, Walt Hansgen, Jaguar Special; 4, John Fitch and Bill Kimberly, Maserati Type 60; 5, Dean Causey and Charles Rickert, Porsche RSK; 6, Ernie Erickson and Don Sessler, Porsche RS 60; 7, John Haas and Jack Ensley, Porsche RSK; 8, Bruce Kessler, Porsche RS 550; 9, Ted Baumgartner and Wayne Burnett, Ferrari Testa Rossa; 10, Bob Holbert and Roger Penske, Porsche RS 60; 11, E. L. Hall and Glen Carroll, Porsche RS; 12, Margaret and M. R. J. Wyllie, Lotus; 13, Millard Ripley and Alan Ross, and Burdette Martin, Lola; 14, Owen Coon and Bob Major, Elva Mark II; 15, John Fulp and David Cunningham, Ferrari Testa Rossa; 16, Tom Gallagher and Harry Heuer, Morgan Plus-4; 17, Bob Schroeder and Bob Leiss, Lotus. Winner's avg. speed 79.81mph. Time 6:15.56.

Class B — Modified—1, Jim Place and Jack Zalinger; C-modified — 1, Hansgen; 2, Dick Thompson, Sting Ray; D-modified — 1, Causey and Stear; 2, Pabst and Wuesthoff; E-modified—Fitch and Kimberly; 2, Causey and Rickert; F-modified—1, Erickson and Sessler; 2, Haas and Ensley; G-modified—1, Wyllie; 2, Ripley and Ross.

SATURDAY RESULTS

First Race, 80 Miles
Overall—1, Denise McCluggage, OSCA; 2, Martin Tanner, Martin T Special (Saab engine); 3, Charles Gounis, Fiat Crosley; 4, Harold Zimdars, Porsche 1600; 5, Dick Brakenridge, Porsche 1600.

Class F production—1, Zimdars; 2, Brakenridge; G-production — 1, Harlan Besse, Alfa Spyder; 2, Don Sessler, Sunbeam Alpine; H-production—1, Dick Stitt, Fiat Abarth; 2, Dave Johnson, Austin Healey Sprite; H-modified — 1, McCluggage; 2, Tanner. Winner's avg. speed 70.91mph.

Second Race, 80 Miles

Overall — 1, Walt Hansgen, Cooper; 2, Harry Carter, Lotus; 3, Steve Wendt, Elva DKW; 4, Denise McCluggage, BMC; 5, John McCarty, Stanguellini. Winner's avg. speed 78.88mph.

Third Race, 15 Miles

Overall — 1, E. G. Davis, Daimler; 2, Dave Stewart, Austin Healey LeMans; 3, Walter Meyer, MGA; 4, Ralph Scott, Alfa Super Spyder; 5, Paul Tenney, Alfa Super Spyder. All E-production. Winner's avg. speed 70.18mph.

Fourth Race, 100 Miles

Overall — 1, Bob Johnson, Corvette; 2, George Reed, Ferrari California; 3, Nate Karras, Corvette; 4, Dick Talbot, Porsche GT; 5, Bill Steele, AC Bristol; Class B-production — 1, Johnson; 2, Reed; D-production — 1, Steele; 2, Lloyd Barton, Jaguar. Winner's avg. speed 76.27mph.

Cuevas Averages 98mph in Porsche

DAYTONA BEACH, Fla., Sept. 4 —Johnny Cuevas, pint-sized Cuban from Miami, hit the fastest average in 6 races staged here today by the Central Florida region of SCCA —98.4mph in a Porsche RSK over the fast 3.1-mi. course.

RSKs took the next 2 spots—Chuck Cassell and Joe Sheppard—followed by a D-Jag. It was a 10-lapper labeled for classes A, H, I and TR3 & Morgans.

Twenty-five lappers were won by Bob Kingham, D-Jag, 94.5mph; Robert Dusingberre, Cooper, 66.5mph; H. Grady, Begra, 59.7mph. Two other 10-lappers on a 1.63-mi. course went to Dusingberre, Cooper, 65.6mph, and George Beach, Begra, 57.25mph.

Compact Car Races On G. P. Program

Two compact car races have been added to the Nov. 20 racing schedule which features the 2nd running of the Grand Prix of the United States at Riverside Int'l Raceway.

Constantine

(Continued from Page 1)

Abarths, winning classes G and H. Race 6 will be remembered for Constantine's new race record and for class wins by Constantine, Hansgen (class D modified), and Roger Penske (class F modified). Bob Holbert's class E Porsche had to move up to D, so despite his tremendous driving he had to be content with a 3rd in class.

Lotus Duel

Final event of the day was a 20-lap event for Formula Juniors. In the early stages, Hansgen and Harry Carter, both in Lotuses, were only inches apart, but Walt slowly but surely lengthened his lead until there was no question of his ultimate victory. Behind Hansgen and Carter, the 2 Stanguellinis of Newt Davis (Litchfield, Conn.) and Charlie Rainville (Coventry, R.I.) battled throughout the race, but never changed position, and finished 3rd and 4th. Hansgen's average speed of 68.68mph easily broke the Formula Junior class record, set earlier this year at 66.0mph by Carter in a Stanguellini.

Rain cancelled out the qualifying races which were scheduled for Sunday, but perfect weather and excellent racing marked the Labor Day national championship races. Final event of the season at Thompson Raceway will be the New England region championship races on Oct. 9.

"Sixty days ago they called me baldy."
—Ad Slogan

Pacific Coast Point Standings

(CONTINUED FROM PAGE 21)

CLASS E PRODUCTION		
1. R. W. Kastner	TR-3	166
2. Danny Stephens	Austin-Healey	137
3. Dr. Ken Hayes	Morgan	126
4. Gary Beitel	Porsche	118
5. G. Follmer	Porsche	106
6. Bill Hinshaw	Porsche	99
7. Bob Kirby	Porsche	92
8. W. Robertson	Porsche	91
9. Alan Schorken	Arnolt-Bristol	90
10. Roger Slowi	Morgan	89

CLASS F PRODUCTION		
1. Ed Barker	Porsche	248
2. Ray Pickering	Elva	177
3. C. Gates	Porsche	124
4. Steve Froines	Alfa-Romeo	115
5. Chuck Kessinger	Alfa-Romeo	107
6. John Lumkin	MGA	90
7. Tom Milana	Alfa-Romeo	73

CLASS G PRODUCTION		
1. Willie West	Alfa-Romeo	50
2. Bruce Augustus	Alfa-Romeo	47
3. John English	Alfa-Rom	41
4. Jim Fouch	Alfa-Romeo	32

CLASS H PRODUCTION		
1. Dave Grossman	A.H. Sprite	183
2. Paul Cunningham	A.H. Sprite	136
3. Bill Young	A.H. Sprite	117
4. Dick Boyle	A.H. Sprite	91
5. L. E. Randolph	A.H. Sprite	79
6. Bob Bent	A.H. Sprite	76
7. Warner Welshans	A.H. Sprite	70
8. Dennis McCosh	A.H. Sprite	67

CLASS I PRODUCTION		
1. Hud Stephenson	Fiat-Abarth	123
2. Dan Parkinson	Fiat-Abarth	86
3. George Kendall	Fiat-Abarth	39
4. M. Silvi	Fiat-Abarth	34

WOMEN OVER-1600CC		
1. B. Windhorst	A.H. 100 S	85
2. Ginny Simms	Corvette	75
3. Paula Murphy	A.H.	30
4. Gail Liebaert	Ferrari	29
5. Audrey Edinger	Corvette	25
6. Mary McGee	Corvette	24

WOMEN UNDER-1600CC		
1. Betty Shutes	Porsche RSK	127
2. Joan Galloway	Lotus	120
3. Prudence Baxter	Lotus	116
4. Charlotte Duncan	Lotus	75
5. Alice Warren	Lotus	67
6. Shirley Reitz	Elva	49

FORMULA JUNIOR		
1. Jack Flaherty	BMC	79
2. Jay Chamberlain	Lotus	75
3. Tom Handley	Stanguellini	64
4. Don Wester	Elva-DKW	46
5. Jim Parkinson	Gemini	35
6. Ed Freutel	Stanguellini	33
7. Bill Krause	Stanguellini	26

Phil Hill Wins

(Continued from Page 1)

seizing upon the Italians' determination to run the road plus bank circuit as a good excuse. Since the championship was already decided and looking at the past record of chicanery, I don't blame them. However, that meant that Ferrari would have a shoo-in and inasmuch as Phil is Ferrari's right-hand and bower, who better deserves a win? Not that he was likely to get much competition from asserted junk like the Centro-Sud Cooper-Maseratis, Scuderia Castellotti Cooper-Ferraris (old 4 cyl Squalo engines) and Brian Naylor's JBW plus some F2 stuff which included 2 single-seater Porsches.

Nobody Around

Practice was like a morgue with nobody around and the start of the race proper was almost as dozy, with Naylor (who has won a few English club meets but generally is in the back of the field in GPs) coming right through from the 3rd row to hang on to Ginther and Hill ahead of the rest of the mob. As things settled down, it was seen that Ginther was towing Phil (quite an advantage on a high-speed circuit) while Mairesse was dutifully breaking the breeze for von Trips in the rear-engined 1500 run at Solitude, Gino Munaron having come up into 3rd and having a real old go with his head down in one of the Cooper-Castellottis. However, he was soon displaced by Cabianca in one of the Centro-Sud cars, Mairesse really not being able to waltz by them as he was holding baby.

The Porsches were some way back as they had not been smart enough to grab a tow and were losing ground to the little Ferrari.

Ginther Comes In

However, soon came tire stops and Ginther was in 1st, changing 2 backs while Phil did the same plus one front a lap later, followed by Mairesse. When everybody got sorted out, Richie was still in the lead but Phil eventually blew by, whereupon Ginther caught up with Trips and towed him around for a while until Mairesse zipped by, whereupon Ginther abandoned the German and caught Willy again. And so forth; the Ferraris droned on and had another tire change apiece but there wasn't any doubt in our minds, in spite of the hysterical announcer, what the result was going to be.

Cheers for Hill

At any rate, the endless 50 laps reeled off and Phil buzzed across the line, receiving the Italian National Anthem, a truncated part of the Star Spangled Banner, a large red-white-and-green wreath, our best wishes, 8 points in the championship table, and a sore rear end from bouncing up and down. We couldn't wish it (the win, of course!) to happen to a more deserving fella, although I am sure he would rather have beaten the Coopers for it. . . .

1. P. Hill (Ferrari) 2hr 21' 09.2" (212.534kph) also fastest lap of 220.048kph
2. R. Ginther (Ferrari) 2 hr 23' 36.8"
3. W. Mairesse (Ferrari) 1 lap
4. G. Cabianca (Cooper-Fer) 2 laps
5. W. von Trips (Ferrari F2) 2 laps (202.484)
6. H. Herrmann (Porsche F2) 3 laps
7. E. Barth (Porsche F2) 3 laps
8. P. Drago (Cooper F2) 5 laps
9. W. Seidel (Cooper) 6 laps
10. F. Gamble (Porsche F2) 9 laps

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